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AGO ltr 29 Apr 1980 ; AGO ltr 29 Apr 1980	

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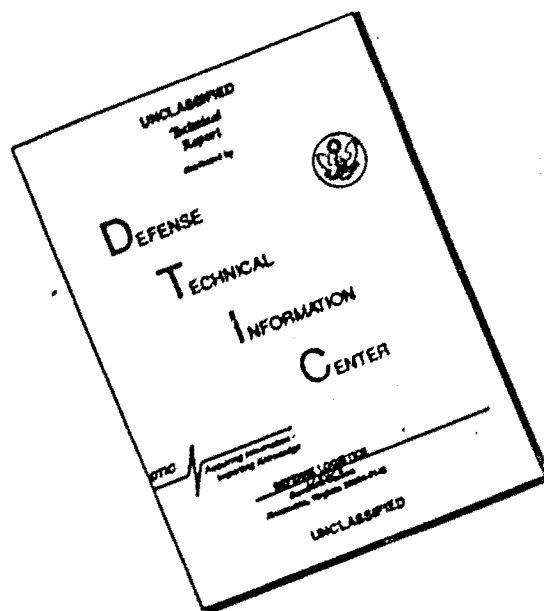
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DEPARTMENT OF THE ARMY  
OFFICE OF THE ADJUTANT GENERAL  
WASHINGTON, D.C. 20310

IN REPLY REFER TO

AGDA (M) (14 Jan 70) FOR OT UT 694178

20 January 1970

SUBJECT: Operational Report - Lessons Learned, Headquarters, 212th Combat  
Aviation Battalion, Period Ending 31 October 1969 (U)

SEE DISTRIBUTION

1. Subject report is forwarded for review and evaluation in accordance with paragraph 4b, AR 525-15. Evaluations and corrective actions should be reported to ACSFOR OT UT, Operational Reports Branch, within 90 days of receipt of covering letter.
2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

KENNETH G. WICKHAM  
Major General, USA  
The Adjutant General

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DEPARTMENT OF THE ARMY  
Headquarters 212th Combat Aviation Battalion  
"Wings of Freedom"  
APO SF 96349

AVBACF-BC

21 November 1969

SUBJECT: Operational Report - Lessons Learned of the 212th Combat Aviation Battalion for the period ending 31 October 1969, RCS CSFOR-65 (R2)(U)

2-CG, USARPAC  
3-CG, USARV  
5-CG, 1st Aviation Brigade  
1-ea, CO, 212th Avn Bn (CBT)

1. (C) Operations: Significant Activities:

a. The unit mission of the 131st SAC was expanded to include three infrared and two SLAR missions. The origin and location of this mission is classified SECRET.

b. The unit mission of the 220th RAC no longer includes support of the 3d Marine Division (redeployed outside RVN).

c. Organizational structure and location are listed in inclosure 1.

d. Personnel changes of command and principal staff positions within the battalion for the reporting period are listed in inclosure 2.

e. The 212th CAB and subordinate units authorized and present for duty strength are listed in inclosure 3.

f. Type aircraft, number authorized and on hand for battalion and subordinate units are listed in inclosure 4.

g. Results of operations conducted by subordinate units during this reporting period are in inclosure 5.

h. During this reporting period the 212th CAB engaged in operations against the enemy on 92 consecutive days flying a total of 45,681 sorties.

i. Events of Historical Significance:

(1) The following attacks on friendly installations took place.

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(a) On 12 Aug 69 at 0325 hrs, the area occupied by units of this command at Marble Mountain Air Facility received 20 rounds of 82mm mortar fire. The attack lasted approximately five minutes and resulted in heavy damage to one OV-1; light damage to one OV-1, one UH-1B, one UH-1D, one UH-1H, and four O-1: Light shrapnel damage to one officer's billet, seven buildings, and one latrine; light shrapnel damage to three 3/4 ton trucks and one semi-truck van; moderate damage to two 2 1/2 ton shop vans and one 3/4 ton truck: Temporary loss of wire communications from MAG16 and HHC to Battalion CP. Two aviators were seriously wounded. Two crewchiefs received minor wounds.

(b) On 6 Sep 69 at 0150 hrs, the area occupied by units of this command at Marble Mountain Air Facility received thirty-two rounds of 82mm mortar fire. The attack lasted approximately fifteen minutes and resulted in light damage to one OV-1, one U6-A, one UH-1D, four UH-1B, and five UH-1H's; light shrapnel damage to twelve buildings and one aircraft hanger; heavy damage to one building. Wire communications lost between HHC and 1st Platoon 21st RAC. Five pilots and three EM were wounded.

(c) On 3 Nov 69 the area occupied by units of this command at Marble Mountain Air Facility received nine rounds of 82mm mortar fire. The attack lasted approximately four minutes and resulted in light damage to one UH-1B, one UH-1D, and five UH-1H's; moderate damage to one UH-1H; heavy damage to one UH-1B and one UH-1H; light damage to one M151 Jeep, one aircraft hanger, two buildings, one conex container, and one barrel bunker. One class A line was destroyed; partial loss of class B. Five EM were wounded.

(2) Missing Personnel: 16 October 1969, at approximately 2400 hours local time Spud 18 (OV-1B, 64-74242) was last heard from by radio transmission to the control ship. Spud 18 was about to depart the mission area (Classified area of operations). Spud 18 is being carried as missing as of this date. An extensive SAR effort began at sunrise on the 17th of October but to no avail. It was terminated after the third day. The crew was:

PILOT - BOOTH, LAWRENCE R., 230-52-2290, CPT

E.O. - RATTIN, DENNIS M., 351-44-6965, SPL4

(3) The following significant flight operations occurred during the reporting period.

(a) On 2 August 1969, four Black Cat "slicks" and a heavy fire team of Alleycat gunships from the 282d AHC made a combat assault into an area ten miles east of Hoi An. 250 troops were lifted into grid coordinates BT-071477. The Landing Zone was prepped with artillery

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SUBJECT: Operational Report - Lessons Learned of the 212th Combat Aviation Battalion for the period ending 31 October 1969, RCS CSFOR-65 (R2)(U)

and tactical air support. In addition the Alleycats gave suppressive fire just prior to the arrival of the troop carrying ships. No fire was received during this mission. BDA unknown.

(b) On 5 August 1969, a light fire team of the Alleycats gunships departed Marble Mountain Air Facility to fly escort for a CH 54A. During the escort the Alleycats leadship observed enemy positions at grid coordinates ZC 187569. They received clearance to fire from Devin Credit, resulting in two enemy KBA's.

(c) On 8 August 1969 approximately 0930 hours WO1 Robert J. Anderson, a pilot of the 21st Avn Co (UA) was performing a visual reconnaissance mission east of LZ Baldy when he observed approximately 25 NVA soldiers walking in a tree line and engaged them with artillery fire from two batteries simultaneously. A sweep of the area revealed 15 dead NVA soldiers and numerous blood trails.

(d) On 12 August 1969, a UH-1B gunship of the 282d Alleycats departed MMAF to fly visual recon with a LOH. The gunship observed and engaged enemy at grid coordinates AT 905745, with results of 1 KBA and 1 WBA.

(e) On 14 August 1969, a UH-1B gunship of the 282d Alleycats flew visual recon of the Da Nang Rocket Belt with a LOH. The Alleycats observed active rocket sites at grid coordinates AT 9267, received clearance to fire on enemy position. Results were three secondary explosions and unknown BDA.

(f) On 15 August 1969, a light fire team was scrambled by Lopez 55 for troops in contact at grid coordinates ZC 2141. The Alleycats were credited with two KBA.

(g) On 18 August 1969, four UH-1H "slicks" and two gunships of the 282d Aviation Company (Assault Helicopter) flew an ARVN troop lift of 130 troops into a Landing Zone at grid coordinates AT 940705. The Alleycats prepped the Landing Zone with suppressive fire before the "slicks" landed. No fire was received during this mission. BDA unknown.

(h) On 23 August 1969, a light fire team of the 282d Alleycats were scrambled by Lopez 55 for troops in contact at grid coordinates AT-006604. The mission ended with seven KBA and the ground element capturing one B-40 rocket. At 1200 hours a heavy fire team departed MMAF to fly escort for swift boat operations. The Alleycats provided suppressive fire on suspected enemy positions at grid coordinates BT 163521, with the mission resulting in four structures destroyed and four sustained fires.

(i) On 26 August 1969, a light fire team was scrambled to grid coordinates AT 865905. Enemy movement was reported to the Alleycats from Long Point 61. The Alleycats engaged the enemy, resulting in one rocket site destroyed and fourteen KBA.

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(j) On 27 August 1969, the Alleycats were called upon to fly escort for swift boat operations at grid coordinates AT 1653. Again the Alleycats engaged the enemy resulting in two KBA's and three structures destroyed.

(k) On 7 September 1969, the Alleycats first test fired the new M-22 system. The results were five bunkers destroyed and one damaged.

(l) On 9 September 1969, a UH-1H helicopter of the 282d Aviation Company (Assault Helicopter) supported the 1st Ranger Battalion with a medovac ship, flying seven sorties into a hostile area evacuating twenty critically wounded ARVN soldiers. The aircraft received no hits from the enemy positions.

(m) On 10 September 1969, the Alleycats were called upon to fly a visual recon mission with a LOH. The LOH observed enemy troop movements at grid coordinates AT 925750 and cleared the alleycats for fire. The results were ten KBA's and 1 WBA. On this date the Alleycats were called upon by Rio Grand 73 for troops in contact at grid coordinates AT 905723. This scramble resulted in 10 more KBA's.

(n) On 16 September 1969, a light fire team of the 282d Alleycats was scrambled by Cotton Muslem Alpha for troops in contact at grid coordinates BT 057627. The results were four KBA's and one mortar site destroyed.

(o) On 21 September 1969, a UH-1B gunship of the 282d Alleycats was called upon to fly a visual recon with a LOH. On this mission the Alleycats uncovered a sizeable amount of enemy weapons. Ground troops were called upon to investigate the area. Results were the capturing of one Hundred 140mm Rockets and launching tubes, plus assorted mortar rounds at grid Coordinates BT 070625.

(p) On 22 September 1969, a UH-1B gunship of the 282d Alleycats departed MAF to fly as escort for a LOH on a visual recon of the Da Nang Rocket Belt. The LOH observed a bunker and structure complex at grid coordinates AT 183897. After receiving clearance from Rio Grand 66, the Alleycats engaged and destroyed ten structures and four bunkers, with 2 KBA's.

(q) On 23 September 1969, a light fire team from the 282d Alleycats was scrambled by Lopez 52 for enemy troops in the open. The Alleycats observed and engaged thirty people running through rice paddies. Results were fourteen KBA's.

(r) On 26 September 1969, a heavy fire team of the 282d Alleycats were called upon to escort swift boat operations at grid coordinates BT 1649. The Alleycats observed and engaged many troops, structures, bunkers, and sampans after receiving clearance from Silk Point 1. Mission resulted in thirty structures destroyed, two sampans destroyed, one bunker destroyed, and 5 KBA's.

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(s) On 1 October 1969, a light fire team of the 282d Alleycats departed MMAF to fly escort for swift boats. The Alleycats observed and engaged enemy troops, structures and sampans at grid coordinates BT 168495, BT 192480, and BT 148467, after receiving clearance from Red Horse Control. Mission resulted in three structures destroyed and twenty-six KBA's.

(t) On 7 October 1969, a heavy fire team of the 282d Alleycat gunships was scrambled by Combat Crew 69 for troops in contact at grid coordinates BT 1946. Results were one 50 caliber, or automatic weapons position destroyed, one 57mm recoilless rifle position destroyed and 3 KBA's.

(u) On 14 October 1969, three UH-1H Black Cat "slicks" and four UH-1B Alleycat gunships flew a VIP mission for President Thieu and party. Mission was completed without incident.

(v) On 18 October 1969, a light fire team of the 282d Alleycats departed MMAF to fly escort for swift boats. The Alleycats leadship observed enemy movement and structure complex. Requested clearance from Article 30, the Alleycats engaged enemy targets at grid coordinates BT 140628. Results of this mission were five structures destroyed, one sampan destroyed and five KBA's.

(w) On 20 October 1969, a light fire team of the 282d Alleycats was scrambled by Lopez 04 to grid coordinates BT 1151 to provide suppressive fire for Black Cat 13 in order for him to complete a medevacuation of 17 wounded ARVN soldiers and 15 American soldiers in a joint operation four miles east of HOI AN. Mission results were seven KBA's.

(x) On 24 October 1969, a UH-1B gunship of the Alleycats flew escort for a LOH on a visual recon. The LOH observed enemy bunker complex at grid coordinates AT 9569. Alleycats leadship received clearance from Rice Grande 69 to engage targets. Results of mission were two bunkers destroyed and five KBA's.

(y) On 28 October 1969, a heavy fire team of the 282d Alleycats was scrambled by Lopez 53 for enemy troops in open rice paddie area and suspected enemy complex. After receiving clearance to engage the enemy, the Alleycats rolled in to score three structures destroyed, one tunnel destroyed, and twenty seven KBA's.

(z) On 30 October 1969, a light fire team of the 282d Alleycats departed MMAF to escort swift boat operations at grid coordinates BT 1551. The first team of Alleycats called a second team to assist in engaging the enemy complex. Results of this mission were eleven structures destroyed and eight KBA's.

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### 2. (C) Lessons Learned: Commanders Observations, Evaluations, and Recommendations.

- a. Personnel: None
- b. Intelligence: None
- c. Operations:

#### (1) Airfield Safety Surveys:

(a) Observation: Due to the congestion of most Army Airfields, the use of well defined taxi lines is necessary for adequate obstruction clearance during ground operations. Since revetments are required for parking aircraft, to minimize aircraft damage in event of enemy mortar or rocket attack, there is also the need for fixed checks to prevent the possibility of ground crews pushing the aircraft into the rear or sidewalls of the revetment.

(b) Evaluations: Lines should be painted for ground operations to include center line and wing tip references for pilots, ground operators and ground guides to insure obstruction clearance. In the revetments construct fixed checks to prevent the pushing of the aircraft into the rear or sides of the revetments. A center line should be painted for nose wheel or tail wheel reference in parking aircraft in revetments.

(c) Recommendations: All units evaluate ground handling procedures concerning aircraft.

(d) Command Action: This Command has adopted these recommendations.

#### (2) POL Areas:

(a) Observation: POL areas, especially those with PSP surface are slick and dangerous when wet.

(b) Evaluation: Rotary wing aircraft normally perform refueling operations with the engines running; aircraft passing the refueling operation during windy conditions can cause movement of the parked aircraft, increasing the possibility of injury to the crew and damage to the aircraft.

(c) Recommendation: POL areas be painted with non-skid paint to reduce the probability of injury and damage.

(d) Command Action: This command has informed airfield commanders in our area of operation of the hazards and the necessity for non-skid paint in POL areas: RPM while refueling will be discussed at next USARV Flight Standardization Meeting.

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d. Organization: None

e. Training:

(1) Technical Observer Training:

(a) Observation: Lack of knowledge and proficiency on the part of observers on the APS-94 (Slar System) has been the cause of several mission aborts.

(b) Evaluation: Classes need to be given to update the observers on the latest procedures to obtain maximum proficiency in the handling and operation of the APS-94 system.

(c) Recommendation: All units periodically give refresher classes to all pertinent personnel.

(d) Command Action: This Command has adopted the recommendation.

(2) Aerial Observers:

(a) Observation: There is a need for trained aerial observers in units supported by O-1 reconnaissance airplane companies.

(b) Evaluation: Many scheduled missions are partially or totally wasted due to lack of trained observers. Observers are being sent from supported units without proper equipment, and briefing. Observers are not qualified, but are picked from unit roster only to fill a mission requirement.

(c) Recommendation: That all units furnishing aerial observers insure that these observers are properly trained.

(d) Command Action: Utilizing AR 95-51 as a guide, this command has established a training program for aerial observers.

f. Logistics:

(1) M-22 Armament System:

(a) Observation: The M-22 armament system, issued to the 282d Aviation Company (Assault Helicopter) on a trial basis, is proving to be an excellent weapon for the destruction of bunkers and other "hard" targets that the 2.75 FFAR will not penetrate.

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(b) Evaluation: One M-22 system in the gun platoon gives the platoon the capability of destroying any type target encountered in the I Corps Tactical Zone. The platoon's overall flexibility is greatly enhanced by the capability of hitting targets with pin-point accuracy at ranges up to 3300 meters.

(c) Recommendation: The 282d Aviation Company (Assault Helicopter) be allowed to continue to utilize the M-22 armament system for an indefinite period. Consideration be given to placing one M-22 system in each Assault Helicopter Company that is operating in areas that are known to have numerous enemy bunkers that are difficult to destroy with the 2.75 FFAR.

(d) Command Action: Request will be submitted for keeping the M-22 system in the unit.

### (2) The AN/VRM-172 Test Set:

(a) Observation: This unit is authorized the AN/VRC-10 Survival radio but does not have the test capability for this radio.

(b) Evaluation: The only test this unit can make to determine the serviceability of its AN/VRC-10 radios is to extend the antenna and check for a beep tone and a rushing noise. This is a valid test to insure that the radio can in fact transmit, however it is not a valid test for battery serviceability. The AN/VRM-172 test set would enable this unit to perform a simple "Go" or "No Go" test on the batteries of the AN/VRC-10 survival radio.

(c) Recommendation: That the communications section of all units be authorized the AN/VRM-172 test set.

(d) Command Action: Request for authority to draw the items through supply channels will be initiated.

### (3) Anti Oscillation Sighting System:

(a) Observation: This unit is equipped with the XM 76 Anti Oscillation Sighting System, 1.5 to 12.0 power telescope to provide an expanded VR capability.

(b) Evaluation: The power unit component for this piece of equipment does not have the necessary fixtures for storing or restraining it in the aircraft. It is usually placed on the floor in front of the observer's seat where it becomes a potential hazard due to the possibility of fouling the controls. In addition, the unit is damaged by the observer's feet and the control switches are not readily available to the rear seat occupant.

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(c) Recommendation: That a simple rack or fixture be improvised on the back of the pilot's seat to provide a place to fasten the power unit and store its unused cable lengths. This would prevent damage to the unit, lessen the danger of fouling the aircraft's controls plus locate the switches in a more convenient position.

(d) Command Action: An EIR will be initiated.

g. Communications: None

h. Material: Fuel Leakage on U-21A Aircraft

(1) Observation: The nacelle fuel tank in the U-21A aircraft has fuel leakage problems.

(2) Evaluation: The sagging and consequent wrinkling of the inner lining of the tank is a contributing factor to the leakage. When the inner lining is wrinkled it will crack and allow fuel to mix with the self sealing compound between the inner and outer lining. As the fuel and self sealing compound mix they expand, causing separation of the outer lining from the fittings and hence leakage.


(3) Recommendation: Provisions be made for better support of the nacelle tank and that a material be used for the inner lining that has a lesser tendency to wrinkle and crack.

(4) Command Action: This command has requested Direct Support Unit submit an EIR to accommodate the above recommendations.

i. Other: None

5 Incl

1. Organizational Chart
2. Personnel Changes
3. Auth/Present for Duty Strength
4. Aircraft Status
5. Quarterly Statistics

  
TURNER J. TALPP  
LTC, IN  
Commanding

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AVBAGC-0 (21 Nov 69) 1st Ind  
SUBJECT: Operational Report - Lessons Learned of the 212th Combat  
Aviation Battalion for the Period Ending 31 October 1969,  
RCS CSFOR-65 (R2)(U)

30 59

DA, HEADQUARTERS, 1ST AVIATION BRIGADE, APC 96384

THRU: Commanding General, United States Army Vietnam, ATTN: AVBAGC-DT,  
APO 96375  
Commander-in-Chief, United States Army Pacific, ATTN: GPO-DT,  
APO 96558

TO: Assistant Chief of Staff for Force Development, Department of the  
Army, Washington, D.C. 20310

1. This headquarters has reviewed subject report and concurs with the  
contents.

2. The following additional comments are considered pertinent:

a. Paragraph 2c(2), page 6 addresses problems associated with "Hot"  
refueling. Concur. Walkway Compound Non-Slip, FSN 5610-641-0426 is  
presently available in-country in sufficient quantities to meet unit  
needs. Application of the above mentioned compound will reduce shifting  
or slipping of parked or landing aircraft.

b. Paragraph 2f(2), page 8 addresses the problem of testing AN/URC-  
10 survival radios. The test set referenced should be an AN/URC-172 and  
the radio referenced should be AN/URC-10. Coordination was made by this  
headquarters with USARV Avionics, 1st Logistical Command Commodity  
Manager for test equipment and AMMC Avionics Division on this item.  
There are no available assets in-country. USARV Avionics and AMMC  
requested that requisitions be submitted by units to AMMC using AOE  
coding and citing the -12 manual as authority. AMMC will forward  
requisitions to CONUS for action. Units should requisition one test  
set per company, troop and detachment sized unit authorized AN/URC-10  
survival radio's. This headquarters will notify subordinate commands  
within 1st Aviation Brigade of requisitioning procedures and action  
to be taken.

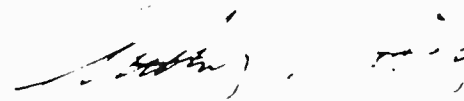
c. Paragraph 2h, page 9 addresses fuel cell leakage problems on  
U-21 aircraft. IAW TM 38-750, page 3-51, Preparation of Equipment  
Improvement Recommendation (EIR), the unit has been advised of its



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responsibility in preparing an EIR on defective equipment rather than  
referring it to the direct support maintenance unit for action.

FOR THE COMMANDER:

  
ARTHUR W. LITTLE  
CPT AGC

Copy 1st Ind Furn:  
CO, 212th Avn Bn (Cbt)

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AVHGC-DST (21 Nov 69) 2d Ind

SUBJECT: Operational Report-Lessons Learned of the 212th Combat Aviation  
Battalion for the period ending 31 October 1969, RCS CSFOR-65  
(R2) (U)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375 21 NOV 69

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-DT,  
APO 96558

1. (U) This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 October 1969 from Headquarters, 212th Combat Aviation Battalion.

2. (U) Comments follow:

a. (C) Reference item concerning "M-22 Armament System", page 7, paragraph 2f(1); nonconcur. Assault Helicopter Companies can not afford the luxury of tying-up one of their presently assigned aircraft for a special weapons system such as the M-22. The M-22 system is the only aerial weapons system available in-country for use against enemy armor. USAhV Avn is querying all units within RVN to determine if a requirement for this system currently exists or the system should be held in reserve for use against a possible future enemy armor threat.

b. (U) Reference item concerning "The AN/URM-172 Test Set", page 8, paragraph 2f(2), and the 1st Indorsement, para 2b; nonconcur. Some aviation units have only the newer AN/URC-68 survival radios and have no use for the AN/URM-172 Test Set. However, units having the AN/URC-10 radio should submit requisitions as outlined in the 1st Indorsement.

c. (U) Reference item concerning "Fuel Leakage on U-21A Aircraft", page 9, paragraph 2h, and 1st Indorsement, paragraph 2c; concur. Fuel cells are supported by either a nylon cord laced thru D-rings or by snaps as explained in section V, TM 55-1510-209-35. The supporting devices, if properly installed, should support the cells in such a manner as to prevent sagging or wrinkling. Improper installation or failure of the supporting devices will allow the cell to collapse as fuel is consumed with possible damage resulting to the fuel cell. Unit should check for proper installation in accordance with the -35 manual. An EIR should be submitted for each failure to provide the necessary trend data required to cause a technical review to be made by USAVSCOM engineers.

FOR THE COMMANDER:

*L. D. Murray*

L. D. MURRAY

CEC, AGC

Assistant Adjutant General

Cy furn:  
212th CAB  
1st AVN Bde

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GPOP-DT (21 Nov 69) 3d Ind (U)

SUBJECT: Operational Report of HQ, 212th Combat Aviation Battalion for  
Period Ending 31 October 1969, RCS CSFOR-65 (R2) (U)

HQ, US Army, Pacific, APO San Francisco 96558 6 JAN 70

TO: Assistant Chief of Staff for Force Development, Department of the  
Army, Washington, D. C. 20310

This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:

  
C. L. SHORTT  
CPT, AGC  
Asst AG

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## ORGANIZATIONAL STRUCTURE

212th Aviation Battalion (Combat)  
APO S.F. 96349 (Marble Mountain Air Facility)

HHC 212th CAB  
APO 96349 (MMAF, Da Nang)

519th Medical Detachment  
APO 96349 (MMAF Da Nang)

21st Aviation Company (UA)  
APO S.F. 96374 (Chu Lai)

1st Platoon  
APO 96349 (MMAF Da Nang)

2nd Platoon  
APO 96374 (Chu Lai)

3rd Platoon  
APO 96374 (Chu Lai)

62nd Aviation Company (Corps)  
APO S.F. 96308 (Phu Bai)

131st Aviation Company (SA)  
APO S.F. 96308 (Phu Bai)

220th Aviation Company (UA)  
APO S.F. 96308 (Phu Bai)

59th Signal Detachment  
APO 96308 (Phu Bai)

134th Medical Detachment  
APO 96308 (Phu Bai)

245th Aviation Company (SA)  
APO S.F. 96349 (MMAF DaNang)

282nd Aviation Company (AH)  
APO S.F. 96349 (MMAF Da Nang)

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## CHANGE OF COMMAND AND STAFF POSITIONS

Unit or Staff Position	Date	Name
XO	5 Oct 69	MAJ SYLVAN D. HOYEM 517-32-0532 IN VICE MAJ ROBERT J. STEWART 378-25-0627 AR
131st Aviation Co	1 Oct 69	MAJ IRVING C. NEWMAN 421-52-8652 PA VICE MAJ LINUS A. FILLY 728-05-8053 PA

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Present For Duty Strength  
Authorized and Present For Duty Strength

(1) Military SUBORDINATE UNIT	OFFICERS AUTH O/H		WO AUTH O/H		EM AUTH O/H		TOTAL AUTH O/H	
MHC	19	18	3	6	86	95	108	119
519th MED DET	1	1	0	0	7	7	8	8
21st AVN CO (UTIL AIRPLANE)	32	15	2	9	92	91	126	115
62d AVN CO (CORPS)	12	8	22	22	111	126	145	156
131st AVN CO (SA)	19	22	22	4	290	274	331	300
220th AVN CO (UTIL AIRPLANE)	41	25	2	7	104	111	147	143
59th SIG DET	0	0	1	1	5	5	6	6
134 MED DET	1	1	0	0	6	6	7	7
245th AVN CO (SA)	19	17	22	7	290	258	331	282
282d AVN CO (ANG)	19	16	51	52	218	230	288	290
212th CAB	163	122	125	106	1209	1203	1497	1433

(2) Civilian: SUBORDINATE UNIT	DAG AUTH O/H		VM AUTH O/H		3d MATL AUTH O/H		TECHNICAL REPRESENTATIVES AUTH O/H	
	0	0	5	7	0	0	0	0
21st AVN CO (UTIL AIRPLANE)	0	0	6	4	0	0	0	0
62d AVN CO (CORPS)	0	0	0	0	0	0	0	0
131st AVN CO (SA)	0	0	16	15	0	0	9	8
220th AVN CO (UTIL AIRPLANE)	0	0	0	0	0	0	0	0
245th AVN CO (SA)	0	0	1	1	0	0	0	0
282d AVN CO (ANG)	0	0	8	7	0	0	0	0
212th CAB	0	0	36	34	0	0	9	6

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AIRCRAFT AUTHORIZED AND ON HAND

UNIT	OH6A		UH-1B		UH-1C		UH-1D		UH-1H		O-1		OV-1		U-6A		U-21	
	AUTH	OH	AUTH	OH	AUTH	OH	AUTH	OH	AUTH	OH	AUTH	OH	AUTH	OH	AUTH	OH	AUTH	OH
THC, 212th CAB	3	0					0	2							0	3	0	1
21st UAC											24	19			0	1		
62d AVN CC (CORPS)	4	4							10	9							2	2
131st SAC													18	19	0	1		
220th UAC											32	30			0	1		
245th SAC														18	18			
262d AHC			0	7	8	0			23	21								
212th CAB (TOTALS)	7	4	0	7	8	0	0	2	33	30	56	49	36	37	0	6	2	3

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212th CAB OPERATIONAL STATISTICS  
QTR ENDING 31 OCTOBER 1969

Subordinate Unit	Sorties Flown	Troops Lifted	Cargo Lifted (tons)	Enemy KPA	Structures Dam	Structures Dest	Sampans Dam	Sampans Dest	Aircraft Confirmed Loss	Aircraft Damage
17HC 212th CAB	1,088	975	3	0	0	0	0	0	0	6
21st UAC	3,615	0	0	72	103	174	8	2	4	4
62d AVN X (CORPS)	10,296	15,692	52	0	0	0	0	0	0	2
131st SAC	1,853	0	0	130	19	20	0	8	1*	1
220th UAC	4,894	0	0	61	139	429	3	0	0	1
245th SAC	1,057	0	0	0	0	0	0	0	0	2
282d AHC	22,898	36,021	343	147	14	79	4	11	0	24
212th CAB (TOTALS)	45,681	52,686	408	140	275	702	15	21	5	40

\*Missing

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Security Classification

DOCUMENT CONTROL DATA - R & D		
Security classification of title, body of abstract and indexing annotation must be entered when the report is submitted.		
1. ORIGINATING ACTIVITY (Corporate author)		2a. CONFIDENTIALITY GROUP
Hq, OACSFOR, DA, Washington, D.C. 20310		CONFIDENTIAL
3. REPORT TITLE		4b. GROUP
Operational Report - Lesson Learned, II, 212th Combat Aviation Battalion		4
4. DESCRIPTIVE NOTES (Type of report and inclusive dates)		
Experiences of unit engaged in counterinsurgency operations, 1 Aug 69 to 31 Oct 69.		
5. AUTHOR(S) (First name, middle initial, last name)		
CO, 212th Combat Aviation Battalion		
3. REPORT DATE	7a. TOTAL NO. OF PAGES	7b. NO. OF REFS
21 November 1969	21	
6a. CONTRACT OR GRANT NO.	9a. ORIGINATOR'S REPORT NUMBER(S)	
b. PROJECT NO. N/A	694178	
c.	9b. OTHER REPORT NUMBER (Any other numbers that may be assigned this report)	
d.		
10. DISTRIBUTION STATEMENT		
11. SUPPLEMENTARY NOTES	12. SPONSORING MILITARY ACTIVITY	
N/A	OACSFOR, DA, Washington, D.C. 20310	
13. ABSTRACT		